1	2	3	4	5
124.	Budge Budge-Pujali	West Bengal	11	37
125.	Mekhliganj-Haldibari extn. to Chandrabhanga	West Bengal	26	186
126.	Barsoi-Chanchal	West Bengal/Bihar	33	131
127.	Sivok-Giellikhola	West Bengal/Assam & NE Region	25	105
	TOTAL		12749	47934

# indicates works which have been taken up.

(b) Out of the above mentioned 127 completed surveys, 20 new line projects have so far been taken up. The funds have been allotted and works are in various stages of progress.

Railway accidents

1287. PROF. P.J. KURIEN: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway accidents in the last five years, year-wise;

(b) the details of steps taken to reduce such accidents;

(c) whether it is a fact that with regard to safety aspects Indian Railways is far behind to other Railways, especially of the developed countries;

(d) if so, the details thereof and the reasons therefor;

(e) whether Government proposes to introduce safety audit in Railways; and

(f) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Year-wise number of consequential train accidents during the last five years is as under:

Year	Number of Consequential Train Accidents
2002-03	351
2003-04	325
2004-05	234
2005-06	234
2006-07	195

(b) All possible steps are undertaken on a continuing basis to prevent accidents. These measures include timely replacement of over-aged assets, adoption of suitable technologies for up-gradation and maintenance of track, rolling stock, signalling and interlocking systems, safety drives and inspections at regular intervals to monitor and educate staff for observance of safe practices and provision of appropriate gradient and surface at level crossings, warning signs and public awareness campaigns for observing safe practices while negotiating the level crossings. As a result, there has been a declining trend in the number of accidents from 351 in 2002-03 to 195 in 2006-07 as mentioned above.

(c) and (d) No, Sir. Though the definition of accident varies in different railway systems of different countries, on Indian Railways, the number of accidents per million train kilometer which is an important universally accepted safety indicator, have shown continuous reduction

from 0.55 in 2001-02 to 0.44 in 2002-03,0.41 in 2003-04,0.29 in 2004-05,0.28 in 2005-06 and 0.23 in 2006-07.

(e) and (f) System of safety audit by multi-disciplinary teams already exists on the Indian Railways. Bi-monthly safety audit of different Divisions of the concerned zonal railway as well as six-monthly inter-railway safety audit of one zonal railway by another railway are conducted on regular basis. Safety audit reports and action taken reports on these audits are monitored and assessed for issue of instructions as may be further required for safe train operations.

Modernisation work in Southern Railway

1288. SHRI T.T.V. DHINAKARAN: Will the Minister of RAILWAYS be pleased to state:

(a) the details of modernisation work undertaken in Southern Railway in the last three years, Station-wise; and

(b) the details of work proposed to be undertaken in the next two years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Following twenty five (25) railway stations have been identified for modernisation under "Touch & Feel" scheme:

Chengalpattu, Katpadi, Chennai, Egmore, Tambaram, Tiruttani, Erode, Coimbatore, Palghat, calicut, Mangalore, Ernakulam Jn, Trichur, Quilon, Thiruvananthapuram, Kanniyakumari, Puducherry, Vridhachalain, Tiruchirappalli Jn, Thanjavur, Kumbakonam, Dindigul, Madurai, Tirunelveli, Tuticorin & Virudhunagar.

In addition, twenty two (22) more railway stations have been identified during the year 2007-08 under the scheme. The railway stations are—

Chennai Beach, Ambur, Jolarpettai, Puttur, Sullurupeta, Salem, Tiruppur, Shoranur Jn, Kannur, Thelasseri, Nagercoil, Ernakulam Town, Kottayam, Chengannur, Srirangam, Tiruvarur, Nagappattinam, Mayiladuthurai, Karaikkudi, Palani, Rameswaram & Ramanathapuram.

The main emphasis of the modernisation works is for the overall improvement of station by way of landscaping of the circulating area, adequate lighting arrangements, improvement to station premises, main platforms, waiting halls and retiring rooms, user-friendly electronic display boards, etc.

In addition to above, modernisation work in the form of development of 48 stations identified as Model stations has also been undertaken. Development/modernisation of railway stations as Model Stations involves upgradation of various passenger amenities as per norms. These stations are— Ambur, Arakkonam, Chengalpattu, Chennai Beach, Chennai Central, Chennai Egmore, Jolarpettai, Katpadi, Mambalam, Tiruttani, Badagara, Kozhikode, Kannur, Coimbatore, Erode Jn, Kankandai, Mangalore Jn, Palakkad Jn, Salem Jn, Shoranur, Tellicherry, Tiruppur, Tirur, Alleppey, Aluva, Chengannur, Ernakulam Jn, Ernakulam Town, Kanniyakumari, Kayankulam, Kottayam, Nagercoil, Quilon, Tirucalla, Trichur, Thiruvananthapuram Central, Varkala, Puducherry, Thanjavur, Tiruchchirpalli Jn, Villupuram, Dindigul, Kovilpatti, Madurai, Rameshwaram, Tirunelveli, Tuticorin and Virudhunagar.

Development/modernisation of railway station as Model station involves upgradation of various passenger amenities as per norms.